



# Punjab Government Gazette

## EXTRAORDINARY

*Published by Authority*

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CHANDIGARH, WEDNESDAY, NOVEMBER 30, 2022 (AGRAHAYANA 9, 1944 SAKA)

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**GOVERNMENT OF PUNJAB**

**DEPARTMENT OF INDUSTRIES & COMMERCE**

**NOTIFICATION**

The 29th November, 2022

**No. Comm/State-ILAP/2022/5523-A.**—In line with the pillars of Draft National Logistics Policy, objectives outlined under PM Gati Shakti-National Master Plan and assessments of the needs and challenges put forth by stakeholders, the government of Punjab is pleased to notify 'Punjab-Integrated Logistics Action Plan' for the State of Punjab after due approval of the State Logistics Coordination Committee (SLCC).

The 22nd November, 2022

**DILIP KUMAR, IAS**

Principal Secretary to Govt of Punjab,  
Department of Industries and Commerce

2714/11-2022/Pb. Govt. Press, S.A.S. Nagar

# INTEGRATED LOGISTICS ACTION PLAN FOR THE STATE OF PUNJAB 2022-2027

Government of Punjab

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### **Note to Readers**

1. Multiple stakeholders including many State Department(s), NHAI, DGFT and Logistics Service Providers were contacted, and several discussions were held to understand the issues pertaining and undertake measures to improve the logistics ecosystem in the State of Punjab.
2. Inter-departmental coordination is enabled by bringing all involved State Department and private stakeholders under State Logistics Coordination Committee (SLCC) and State Logistics Committee (SLC). This allows a unified approach to achieve common goals.
3. Advancement of the Punjab Integrated Logistics Plan is premised on a live feedback loop. The involvement of all major private sector industry bodies ensures government agencies proactively receive feedback on extant initiatives enabling them to undertake necessary course correction in a timely manner.
4. The plan is envisaged as a live document and will be valid for a period of 5 years (i.e., April 2022-March 2027). The timeline for implementation is categorized under Short (6 months-1 Year). Medium (1-2 Years) and Long (2-5 Years).
5. As part of further course of action, a second round of discussion will be undertaken with the stakeholders across the value chain to understand the issues and make them part of the plan.
6. To make the plan more comprehensive and robust, the Plan will be uploading on the website of Department of Industries and Commerce for stakeholder consultation and validation. The ownership of the action points lies with stakeholders identified and further changes will be made post the discussion with the Departments.

## I. Abbreviations

GDP	Gross Domestic Product
SLC	State Logistics Committee
SLCC	State Logistics Coordination Committee
UT	Union Territory
LEADS	Logistics Ease Across Different States
TIES	Trade Infrastructure for Export Scheme
LSP	Logistics Service Provider
PGA	Participating Government Agency
ICD	Inland Container Depot
CFS	Container Freight Station
CONCOR	Container Corporation of India Ltd
JNPT	Jawaharlal Nehru Port Trust (Nhava Sheva Port)
PWD	Public Works Department
ROB	Rail Over Bridge
PPP	Public-Private Partnership
PUDA	Punjab Urban Planning & Development Authority
PSIEC	Punjab Small Industries & Export Corporation
NHAI	National Highways Authority of India
NMP	National Master Plan
SMP	State Master Plan
BISAG-N	Bhaskaracharya National Institute for Space Applications and Geoinformatics
NOC	No Objection Certificate
EDFC	Eastern Dedicated Freight Corridor
AKIC	Amritsar-Kolkata Industrial Corridor
MMLP	Multi-Modal Logistics Park
MSME	Micro, Small and Medium Enterprises
ODOP	One District One Product
EXIM	Export-Import
PCTO	Private Container Train Operator
FCI	Food Corporation of India
MoCI	Ministry of Commerce and Industry, Government of India
WIM	Weigh In Motion
RFID	Radio Frequency Identification
RTO	Regional Transport Office
CCTV	Close-Circuit Tele Vision
PSWC	Punjab State Warehousing Corporation
PUNGRAIN	Punjab Grains Procurement Corporation Ltd
GI	Geographical Indicator
MoRTH	Ministry of Road Transport & Highways, Government of India
EV	Electric Vehicle

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ITI	Industrial Training Institutes
IIM	Indian Institute of Management
IIT	Indian Institute of Technology
PSDM	Punjab Skill Development Mission
MoU	Memorandum of Understanding
KPI	Key Performance Indicator
GoI	Government of India

## II. Executive Summary

The importance of logistics sector in economic development of the country has been highlighted in the changing global supply chain scenario. The advent of PM GatiShakti National Masterplan is aimed at holistic development of logistics infrastructure in States. In advanced economies the cost of logistics is less than 8% of GDP, whereas in India, it is beyond 13% of GDP. This hampers the advancement of Indian economy and hence posits the need to develop and strengthen a robust logistics system. In recent times, there has been a surge in demand for quality and high value-added logistics across infrastructure, fleets, and operations due to rising consumer demand and growing e-commerce. The industry has seen rapid growth in the last few years due to increased planned outlay and policies of the government, thrust on infrastructure and improved access to global markets.

The role of States is crucial for integrated development of logistics. With better infrastructure planning, improved operational guidelines and increased coordination among stakeholders, the Government of Punjab aims to unlock the potential of the sector needed to fuel the economic growth. This document outlines an Integrated Logistics Plan for the State of Punjab with key action points to improve its logistics and business climate. *The formulation of Punjab-Integrated Logistics Action Plan hereinafter referred to as “Plan” is envisioned to be a live document, which contains specific action points along with indicative timelines for implementation.* The timeline for implementation is categorized under:

Short 6 months – 1 year

Medium 1-2 years

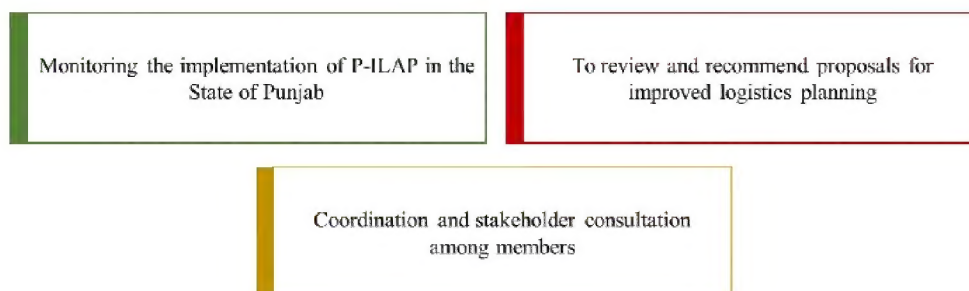
Long 2-5 years

This plan will be for period of 5 years starting from the date of its notification..

To operationalize the action-plan a two-tiered governance mechanism has been institutionalized. State Logistics Coordination Committee (SLCC) and State Logistics Committee (SLC) have been set up under the chairmanship of Chief Secretary and Administrative Secretary, Industries



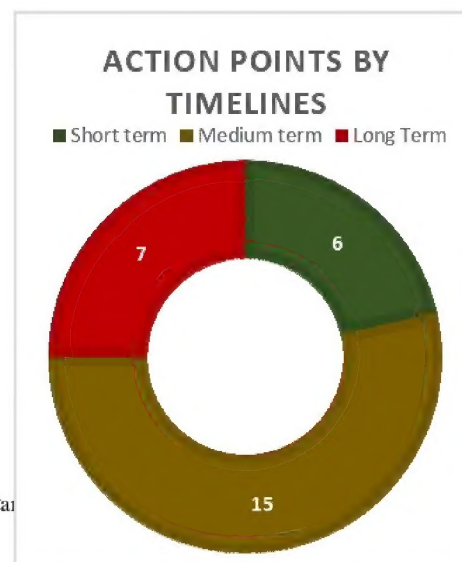
&Commerce, respectively, to monitor progress and guide appropriate course of action. The institutional mechanism is primarily responsible for<sup>1</sup>:



The Plan has been prepared considering the pillars of Draft National Logistics Policy, objectives outlined under Gati Shakti-National Master Plan, assessments of the needs and challenges put forth by State Department(s) and industry players. The plan also seeks support from various State Department(s) in terms of providing data for concerted interventions in effective and smooth running of operations. Hence, the plan is envisaged to act as a toolkit for respective State Departments to act in a coordinated and coherent way for the development of logistics.

The Plan consists of 26 key action points across four pillars and are distributed across three timelines as illustrated below:

Pillar	No. of Action Points
Infrastructure	15
Technology & Innovation	8
Skill Development	2
Policy & Regulatory Framework	3
<b>TOTAL</b>	<b>28</b>



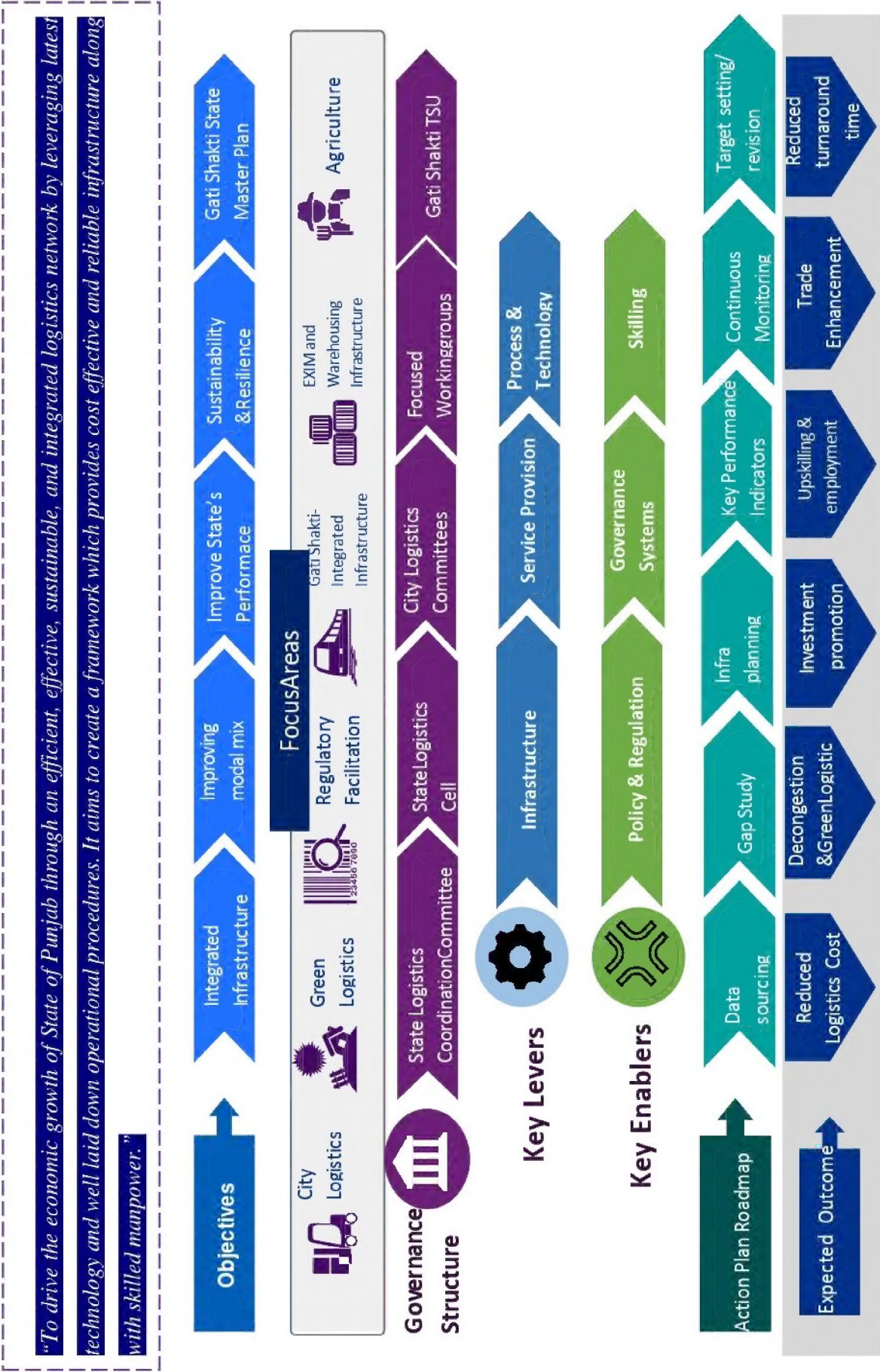
<sup>1</sup>Detailed duties and responsibilities are mentioned in Punjab Logistics and Logistics Plan



This live document may be updated with inputs from stakeholders with aim of incorporating changing policies/focus areas of State of Punjab & Government of India.

<b>Pillar</b>	<b>Section</b>	<b>No. of Action Points</b>	<b>No. of KPIs</b>
Infrastructure	Development of Logistics and Warehousing Infrastructure	9	30
	Integration with PM GatiShakti NMP	3	10
	Logistics for Agriculture	2	9
	City Logistics	1	4
Technology & Innovation	Technology Interventions for Smart Enforcement and Safety	3	15
	Green and Clean Logistics	3	8
	Building Resilience for Crisis Management and Fostering Innovation	2	7
Skill Development	Driver Empowerment and Employability	1	7
	Training and Skilling of Logistics Service Providers	1	2
Policy & Regulatory Framework	Ease of Doing Business	3	11
<b>TOTAL</b>		<b>28</b>	<b>103</b>

III. Vision, Objectives& Framework



#### IV. Learnings from LEADS

The LEADS (Logistics Ease Across Different States) Report has become a yardstick that guides the States and the UTs to gauge performance of their logistics ecosystem. It helps the state governments to check the actual impact of the policies and initiatives undertaken by them for the overall development of logistics sector. Punjab has been in the top 3 rank holders in LEADS with attaining 2<sup>nd</sup> rank in 2018 and 2019 but slipped down to rank 3 in 2021 – dropping by one spot. Key indicators in customer survey added to the decrease in ranking.

In LEADS 2021, Punjab scored the highest in 10 out of the 21 parameters that were considered for rankings. Further Punjab scored the second highest in 4 other parameters. The State has shown good scores across infrastructure, services, and regulatory categories. **Punjab was able to continue its trend of improvement by recording a score of 3.51 in 2021 against that of 3.46 in 2019 indicating a 5% increment over its previous performance.** The State's proactive policies such as Invest Punjab Business First Portal, a single window clearance mechanism for regulatory approvals, fiscal incentives granted under the Industrial and Business Development Policy, and presence of quality infrastructure has resulted in Punjab being a top performer State.

##### Top Score in 10 indicators

- Safety & security at terminals
- Internet Connectivity
- Timeliness of cargo delivery (terminal services)
- Prices of terminal services
- Capability of LSPs
- Quality of logistics services
- Quality of uni-modal terminal infrastructure
- Quality of multi-modal terminal infrastructure
- Quality of rail infrastructure
- Quality of road infrastructure

##### Areas of improvement

- TIES Outlay
- Ease of Doing Business
- State Logistics Enabling Initiatives
- Road Freight Rates
- Quality of warehousing infrastructure
- Timeliness of cargo delivery (transportation)
- Extent of facilitation
- Ease in obtaining approvals



### **Issues related to Infrastructure**

- 1 The Participating Government Agencies (PGAs) involved in the certification do not have their testing facilities anywhere near Ludhiana. This results in samples being sent over to Delhi for necessary testing and certification for clearance of exports and imports, adding to the total transaction time.
- 2 Road condition from industrial areas to ICD Dhandarikalan (ICD operated by CONCOR in Ludhiana) is sub-standard
- 3 Ludhiana, a major industrial hub, is choked with 50-year-old Transport Nagar equipped with outdated infrastructure for trucks, warehouses, and multimodal logistics
- 4 Connectivity and transit to seaports, especially JNPT, need improvement

### **Issues related to Services**

- 1 The Transporters Union is present in Derabassi, restricting the participation of more transport operators, from both outside the State and within the States to offer their services which in turn increases the overall cost of transportation
- 2 The presence of Transport Unions in the Baddi area has increased the first and last mile costs in Punjab. These Unions do not permit trucks from any other State to enter their region
- 3 There is lack of transparency regarding terminal handling charges at ICD/CFS in the State
- 4 The container availability is a significant issue at the Ludhiana station, and the reposition charges to ICD/CFS in the area are not transparent



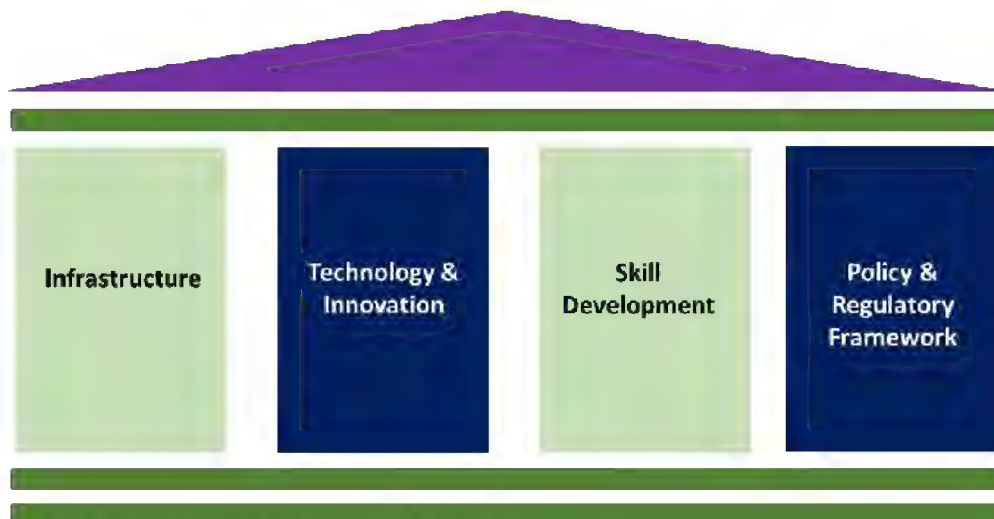
**Issues related to Regulatory & Operating Environment**

- 1      There are many cases of theft during road transit of containers on the Amritsar-Delhi highway
- 2      There is an issue with the implementation of faceless customs clearance at Ludhiana ICD/CFS leading to cases of unfair practices resulting in bottleneck for the trade.

Detailed analysis is annexed as Annexure I

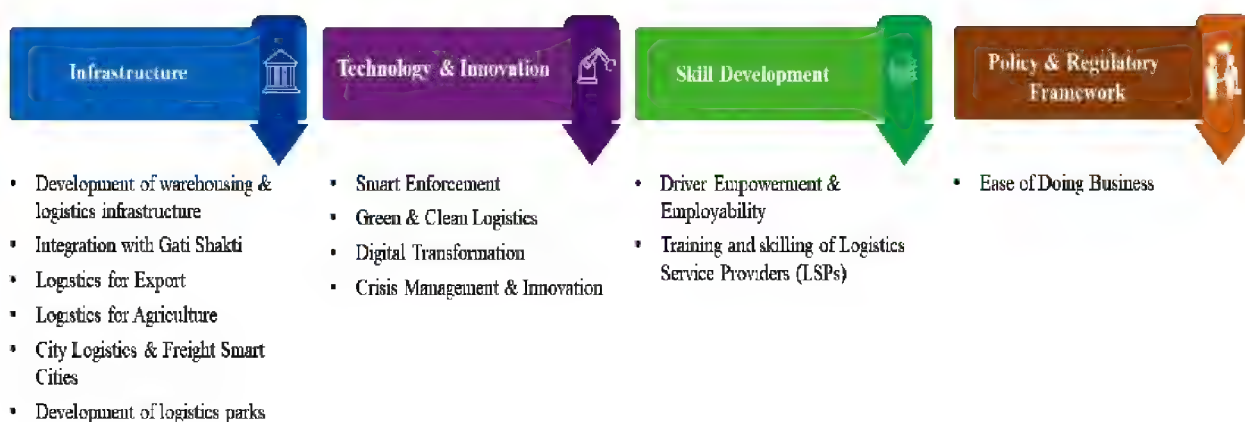
## V. Pillars of Punjab-Integrated Logistics Plan

The Plan has been outlined with a core vision to ensure that the State of Punjab will have a safe and efficient logistics system that enhances the productivity and competitiveness of manufacturers, farmers, producers and improves the quality of life of its people. The Plan views logistics as a mainstream activity which cuts across modes, industries, and sectors. The list of



strategic initiatives is identified under 4 heads is as follows:

The action points primarily fall under categories such as Infrastructure Development, Transport Infrastructure, Regulatory Reforms, Institutional Development and Policy Measures etc. The action points pertain to following policy measures:



## VI. Integrated Logistics Action Plan for Punjab

### 1. Infrastructure

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
<b>Development of Logistics and Warehousing Infrastructure</b>					
1.	Identification and rectification of black spots <i>List of district-wise black spots is annexed as Annexure II</i>	<ul style="list-style-type: none"> <li>93 blind spots have been identified by PWD, out of which 9 are under the jurisdiction of the respective Urban Local Bodies.</li> <li>Out of the 84 black spots under jurisdiction of PWD, 33 have been rectified or are under the process of rectification.</li> <li>Funds are awaited for the rectification of the remaining 51 black spots.</li> </ul>	<ul style="list-style-type: none"> <li>a. Expedite the approval of funds for the rectification of the remaining 51 black spots.</li> <li>b. Measure the impact of rectification of black spots over next 3 years.</li> <li>c. Publication of list of black spots on public portal</li> </ul>	PWD, Municipal Corporations	Medium
2.	Completion of under-construction Rail Over Bridges to increase speed of freight logistics	<ul style="list-style-type: none"> <li>There are 11 under construction ROB in state under PWD. These are to be monitored and completed as per projected timelines</li> </ul>	<ul style="list-style-type: none"> <li>a. Expedite the construction of ROB and continuously track their completion status</li> </ul>	PWD	Long
3.	Upgradation of infrastructure in	<ul style="list-style-type: none"> <li>Transport Nagar, Ludhiana:               <ul style="list-style-type: none"> <li>Ludhiana, a major industrial hub, is</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>a. Undertake As-Is and To-Be assessment to identify issues</li> </ul>	Municipal Corporation,	Long



S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
	Transport Nagars	<p>choked with 50-year-old Transport Nagar equipped with outdated infrastructure for trucks, warehouses, and multimodal logistics. This issue has been highlighted in LEADS-2021.</p> <ul style="list-style-type: none"> <li>It has been highlighted that the area suffers from potholed roads, water-logging due to choked sewers, shortage of parking space, scarcity of street lighting and lack of security</li> <li>The Transport Nagar also requires expansion in terms of area. At present, the Transport Nagar occupies 114 acres, which needs to be increased to minimum 500 acres to meet the current needs</li> <li>Need-assessment for other cities shall be carried out to identify specific infrastructure development requirements.</li> </ul>	<p>pertaining to Transport Nagar</p> <ol style="list-style-type: none"> <li>Allocate budget for the improvement of facilities like repair and maintenance of transport nagars</li> <li>Undertake measures for road improvement</li> <li>Undertake measures to improve street lighting. This initiative can be driven under Smart City-Ludhiana through PPP model</li> <li>Undertake measures to resolve the issue of waterlogging due to choked sewers</li> <li>Earmark designated parking spaces for trucks and other cargo vehicles near Transport Nagar to avoid congestion on the road</li> <li>Undertake measures to resolve the issue of theft</li> </ol>	<p>Ludhiana, PWD (B&amp;R), Department of Water Supply &amp; Sanitation, HomeDepartment, Transport Department</p>	
4.	Expedite the construction of State & National	<ul style="list-style-type: none"> <li>NH 745K- a six lane expressway is under construction. The total length of expressway is 1,316 kilometres and passes through</li> </ul>	<ol style="list-style-type: none"> <li>Undertake regular follow-ups with NHAI to expedite the matter</li> <li>Expedite the completion of</li> </ol>	Department of Industries & Commerce,	Medium

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
	Highways and improve the connectivity of both National and State Highways with industrial corridors.	<ul style="list-style-type: none"> <li>Punjab, Haryana, Rajasthan and Gujarat. The expressway is strategically very important as it will connect three big refineries of Bathinda, Barmer (Pachpadra) and Jamnagar. It will also connect Guru Nanak Dev Thermal Plant (Bathinda) and Suratgarh Super Thermal Power Plant (Rajasthan).</li> <li>It will improve connectivity of southern districts of Punjab to seaports located on the western costs and reduce logistics cost of exporters from cities such as Amritsar, Gurdaspur, Ferozpur, Faridkot</li> </ul>	<p>Delhi-Amritsar-Katra Expressway.</p> <p>c. As-is assessment for improving connectivity of economic zones / industrial centres in Ludhiana, Mandi Gobindgarh, Mohali, etc, with State and National Highways shall be conducted.</p> <p>d. State to provide assistance in any regulatory assistance for expediting the project. – special working group under PSI&amp;C may be constituted for monitoring</p> <p>e. State to identify locations for promoting establishment of logistics parks and industrial zones along this highway.</p>	PWD, PSIEC	
5.	Addressing inadequate warehousing capacity issue at ICD Sahnewal	<ul style="list-style-type: none"> <li>ICD Sahnewal is located on national highway between Amritsar and New Delhi. Currently, the exporters have to wait during weekends or holidays for unloading of their consignment leading to heavy transaction cost. This is caused mainly due to</li> </ul>	<p>a. Custodian to improve turn-around time of vehicles by providing adequate labour/handling equipment for unloading/loading of cargo/containers on vehicles.</p> <p>b. Customs to assist in providing</p>	<p>Custodian of ICD Sahnewal (Operator - Gateway Rail)</p> <p>Customs-</p>	Medium

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
		constricted frequency of cargo rail services.	24X7 clearance to cargo to avoid weekends/Holidays related congestion c. State to take timely review of the developments in the ICD with inputs from the industry.	Ludhiana	
6.	Improvement of facilities at ICD, Chheharta (Amritsar)	<ul style="list-style-type: none"> <li>ICD Chheharta was established to serve exporters of Amritsar region. However, it doesn't work to its optimum capacity.</li> <li>The ICD needs upgradation in terms of human resources, cargo handling capacity. It also needs to be augmented with Rail linkage.</li> <li>The region is also facing high transportation cost, shortage of containers and delayed clearance and delivery.</li> <li>The city has high number of woollen and rice exporters; hence exporters have demanded a special train for export products</li> </ul>	<ul style="list-style-type: none"> <li>a. Custodian to undertake As-Is assessment of infrastructural capacity</li> <li>b. Assistance from state government for land acquisition, road widening to be highlighted if any.</li> <li>c. Skill development course with local ITI/ vocational course institute to address HR related issues</li> <li>d. Private container rake operator and Railways to ensure provision of timetabled Cargo-Express rakes directly to port to avoid vessel roll-offs and increased logistics costs</li> </ul>	Custodian of ICD Chheharta CONCOR/PCT Department of Technical education	Medium

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
			e. State to ensure that necessary steps are taken by PCTO for efficient operations at ICD.		
7.	Operationalize ICD, Bathinda	<ul style="list-style-type: none"> <li>An ICD has been approved for District Bathinda but is currently non-functional.</li> <li>By making this ICD operational it may help in enhancing exports from Southern region especially of products like textiles and electrical transformers</li> </ul>	<p>a. As-is assessment to be conducted under SLC to determine the trade requirements and issues faced by operator with aim to operationalizing the ICD.</p>	SLC, Custodian of ICD Bhatinda	Short
8.	Create modern truck parking bays/truckers point with all necessary wayside facilities like resting places, amenities for food, hygiene, parking, repairs and refreshments.	<ul style="list-style-type: none"> <li>During an interaction with truck unions, it was highlighted that the truck drivers are subjected to harsh conditions and absence of basic amenities such as accommodation, food, and washrooms.</li> </ul>	<p>a. Assessment of critical locations that have the need to establish truck hubs and earmark land parcels to have the provision along key national and state highways</p> <p>b. Identify prominent areas such as petrol pumps, dhabas etc. where truck parking bays can be established with amenities for rest, food, hygiene, medical facilities, parking and repair</p> <p>c. Explore tie-ups with NHAI-Highway Village Scheme to</p>	PWD, NHAI	Long



S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
9.	Development of regional logistics hubs	<ul style="list-style-type: none"> <li>Zirakpur along with Tepla and Rajpura can emerge as an important logistics hub which can cater to freight from Shimla, Baddi, Delhi and Punjab.</li> <li>The State Government of Punjab has earmarked approx. 45 acres of land for the development of Industrial Growth Centre with a special focus on Logistics in Pathankot.</li> </ul>	<p>develop wayside amenities on National Highways for the ease of truck drivers</p> <p>a. Development of Zirakpur-Tepla-Rajpura region as warehousing hubby identifying land parcels available for setting up of Logistics activities</p> <p>b. Examination of development model including PPP routes for the development of Logistics Park at IGC, Pathankot</p>	Department of Industries and Commerce, HUD	Medium
<b>Integration with PM GatiShakti NMP</b>					
10.	Institutionalizing implementation of PM GatiShakti activities	<ul style="list-style-type: none"> <li>PM GatiShakti was launched on 13<sup>th</sup> October 2021 and was followed by Zonal Conference (North) on 3<sup>rd</sup> December 2021. This gave the states a guideline to work forward on the National Master Plan (NMP) online through the PM GatiShakti Portal.</li> <li>Setting up of State Institutional Framework in-line with the PM GatiShakti Institutional Framework is required for the successful</li> </ul>	<p>a. Interaction and coordination with all stakeholder departments regarding the timely updation of PM GatiShakti NMP portal to be done on quarterly basis.</p> <p>b. Logistics Cell to convene regular meetings on fortnightly basis for 2 months followed by monthly meetings to take note of the</p>	Department of Industries & Commerce	Long

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
		implementation of State Master Plan (SMP).	<p>progress of regular updation and verification of data on the NMP portal</p> <p>c. 24 mandatory layers primarily viz key departments like PWD, PSWC, Forests etc. are to be mapped on the NMP portal which would be the SMP.</p> <p>d. State Conference to be conducted as per directions of Gati Shakti Secretariat.</p>		
11.	Uploading of mandatory layers on the PM Gati Shakti NMP Portal	<ul style="list-style-type: none"> <li>Gati Shakti SMP requires 24 mandatory layers viz key departments like PWD, Forests, PSWC, PSIEC etc. to be mapped on the NMP.</li> </ul>	List of Mandatory layers is annexed for reference. Relevant state departments to upload and maintain updated data on NMP portal.	Department of Industries and Commerce	Short
12.	Formulation of the State Master Plan (SMP)	<p>BISAG-N will be supporting the Centre and the State governments to upload recent data onto the NMP. Logistics Cell will coordinate with BISAG-N as a nodal authority from Punjab.</p> <p>The State Master Plan (SMP) to be created on</p>	<p>a. Coordinating with BISAG-N to address needs of the State with customised layers</p> <p>b. Development with BISAG-N of State-specific tools for better implementation of SMP.</p>	Department of Industries and Commerce	Long

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
		the GatiShakti NMP portal.	<p>c. Implementing the Forest NOC tool, Land acquisition tool in BISAG-N portal and create regulatory procedure to facilitate trade through applications received in Invest Punjab Business First Portal.</p> <p>d. Identify Land banks along EDFC, AKIC which will be ideal for setting up of MMLPs/Logistics Parks and upload these on SMP.</p> <p>e. SMP to be launched in the State Level Conference</p>		
<b>Logistics for Agriculture</b>					
13.	Undertake measures to strengthen Agri-export infrastructure from selected trade generating locations <i>E.g., Fazilka</i>	<ul style="list-style-type: none"> <li>Fazilka is one of the largest producers of Kinnow fruit, which if given adequate support from the State Government has the potential to compete in international markets. The fruit has also been selected under MSME-ODOP (PM Formalization of Micro Food Processing Enterprises (PMFME)) scheme. <i>District-wise list is</i></li> </ul>	<p>a. Initiate setting up of agro-related common facility as a trade facilitating measure so that the exporters don't have to visit Ludhiana for certifications/recommendations etc.</p>	<p>Department of Horticulture</p> <p>Punjab Agro Industries Corporation</p> <p>Punjab Mandi</p>	Long



S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
		<p><i>annexed for reference.</i></p> <ul style="list-style-type: none"> <li>▪ However, the region has heavy dependence on Ludhiana for inputs. It has been highlighted that there is a need for four lane highway that connects Fazilka to Ludhiana</li> <li>▪ There is also a need to create perishable storage and transportation infrastructure to cater to the needs of exporters</li> <li>▪ Exporters have also demanded that the office of various export agencies should be located in short distance as currently for every recommendation/certification, exporters have to go to Ludhiana</li> <li>▪ At present, the transportation of kinnows through trucks 4-5 days to reach eastern and southern part of the country, thus impacting their quality. Hence, exporters have demanded a provision of special train with either insulated and/or ventilated containers/reefer trucks/reefer containers at competitive rates.</li> </ul>	<p>b. Undertake consultation with traders and private cold chain operators to identify projects which can be undertaken under TIES to promote exports of perishable commodities from region</p> <p>c. Undertake improvement in existing cold storage facilities for the storage of fruit under NHB, TIES and other schemes</p> <p>d. Improving last mile connectivity by providing all weather roads for 24x7 access between the Mandis and the railways.</p>	Board	
14.	Promote modal shift of agricultural	State's supply chain is to be optimised by reducing the storage time of the produce and	a. Identification of additional routes for Kisan Rail service	Department of	Long

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
	produce from road to rail by promoting railway connected Mandis and promoting containerization of food grain transportation from state	expediting the movement of the produce to cater to inter-state demands. Cost of logistics needs to be reduced to make produce more competitive and provide competitiveness of Agri-goods in EXIM and domestic markets	<p>b. Setting up warehousing and transportation service routes to support seamless connectivity with rail</p> <p>c. Conduct an as-is analysis to strengthen the supply side through partnering up with initiatives of Annapoorna trains.</p> <p>d. Conduct as-is assessment of traffic potential and cost advantage to farmers for providing Rail links to existing Mandis.</p> <p>e. Assist FCI in addressing bottlenecks faced by PCTOs in moving food grains through containers.</p>	<b>Agriculture, Railways</b>	
<b>City Logistics</b>					
15.	Create City Logistics Masterplans for Amritsar and	City logistics was first discussed with states/UTs during the first national conference on Logistics on 19th January 2021 organized by the logistics division, MoCI. In July 2021, the	<p>a. Map demand centers, city-wide infrastructure, and freight flows</p> <p>b. Identify routes (existing or new) for movement of trucks that</p>	<b>Local Administration/ City Logistics</b>	<b>Medium</b>

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
	Ludhiana	Indian government introduced plans for 'Freight Smart Cities' to enhance urban freight efficiency and reduce logistics costs. The plan included the selection of initial 10 cities to be developed as Freight Smart Cities, forming a city level logistics committee in each state, and creating respective City Logistics Plans.	<p>minimize the overall impact on the livability of residents</p> <p>c. Identify cities other than Amritsar and Ludhiana where City Logistics Master Plans may be made to synchronize freight corridors from the SMP</p> <p>d. Development of City-level Logistics Plans</p>	Working Group	

## 2. Technology & Innovation

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
<b>Technology Interventions for Smart Enforcement and Safety</b>					
16.	Implementation of Smart Enforcement initiatives	<ul style="list-style-type: none"> <li>As part of Smart Initiatives undertaken by Logistics division/MoCI, Smart Enforcement initiative is aimed at onboarding states for reducing dependence on physical enforcement, thereby reducing the need to devote human resources for on-road enforcement teams.</li> <li>Hence, the State Government needs to work towards adopting IT based, data driven, risk-assessment based enforcement of regulatory compliances so that idle time on highways and logistics can be reduced</li> </ul>	<ol style="list-style-type: none"> <li>Undertake identification and prioritisation of corridors to implement Smart Enforcement</li> <li>Expedite the process of designing web application for issuance of Smart Permit with entire tax collection permit</li> <li>Traffic cameras, sensors for heights, WIM, RFID readers to be installed on major stretches on industrial routes in Ludhiana, Jalandhar and Amritsar.</li> <li>Undertake formation of Smart Enforcement Working Group for the implementation of Smart Enforcement initiatives</li> <li>Identify truck movement choke points and address these</li> </ol>	Transport Department, PWD	Medium



S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
			<p>bottlenecks on major industrial routes</p> <p>f. Mandate RTO flying squads enforcing transport regulations for offences such as overloading etc. to be enabled with cameras and video recording devices in vehicles</p> <p>g. Undertake awareness drive to apprise enforcement agencies to stop movement of protruding and overloaded cargo</p> <p>h. Identification of truck movement choke points on major industrial routes.</p> <p>i. Coverage of key State and National Highways with CCTVs and emergency alert systems.</p>		
17.	Introduction of e-challan system in the State	<ul style="list-style-type: none"> <li>The Transport Department is in the process of introducing e-challan system in the State.</li> </ul>	<p>a. Expedite the introduction of e-challan system in the State</p> <p>b. Speedy approval of proposal for</p>	Transport Department, Home	Short

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
		<ul style="list-style-type: none"> <li>This will aid in on-the-spot settlement of challan by the violator with option of online on-the-spot-payment. It will help in accessing informative data related to challans for future strategy and effective monitoring</li> </ul>	leasing e-challan machines	Department	
18.	Facilitate process of inspection of Transport motor vehicles through authorized testing stations	<ul style="list-style-type: none"> <li>At present only a cursory visual inspection is being carried out. It has been highlighted that there is a shortage of Motor Vehicle Inspection machines.</li> <li>MoRTH, GoI has also planned to setup Automated Testing Stations (ATS) which will use mechanical equipment to automate the various tests required to check fitness to a vehicle.</li> </ul>	<ol style="list-style-type: none"> <li>Publish the list of approved authorized workshops of authorized dealers of OEMs which can issue Inspection &amp; Certification (I&amp;C)</li> <li>Detailed proposal including budgetary requirements to be prepared to address the shortage of MVI machines in the State.</li> <li>Detailed inspection to be recorded on CCTV cameras to be updated on VAHAN through the designated application</li> <li>Expedite the setting up of vehicle Inspection &amp; Certification Centre in</li> </ol>	Transport Department	Short

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
			Kapurthala.		
<b>Green and Clean Logistics</b>					
19.	Promote adoption of Electric Vehicles for first and last mile delivery with an aim to decarbonise the logistics sector	<ul style="list-style-type: none"> <li>The State of Punjab has formulated draft Electric Vehicle Policy.</li> <li>The purpose of this intervention to move the State towards EV in a phased manner.</li> </ul>	<ol style="list-style-type: none"> <li>Expedite the notification of Draft Electric Vehicle Policy with special focus on use of EVs for freight movement</li> <li>Undertake assessment of providing fast charging stations/battery swapping infrastructure at 50 km interval on highway/city/ petrol pump?</li> <li>Earmark land parcels for installation of EV infrastructure</li> <li>Expedite the process of amending the Building byelaws and incorporating the norms of providing Electric Vehicles charging infrastructure</li> <li>Undertake assessment to provide incentivized parking spaces for</li> </ol>	Transport Department, Punjab Energy Development Authority (PEDA), HUD (Town & Country Planning), Department of Local Government, PSIEC, PAIC, Mandi Board	Medium



S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
20.	Development of an integrated database of logistics value chain	<ul style="list-style-type: none"> <li>A unified database is required that contains details of all the aspects of the logistics value chain for eg. Details of warehousing, and skills of available logistic service providers along with a grievance redressal mechanism</li> </ul>	<p>EV Vehicles</p> <ol style="list-style-type: none"> <li>Identification of details of workforce based on their specialised skill set</li> <li>Development of a time-based grievance redressal mechanism with escalation matrix in-line with PBGRAM</li> </ol>	Department of Industries & Commerce, Punjab Skill Development Mission	Medium
21.	Implementation of Intelligent Transportation System (ITS)	<ul style="list-style-type: none"> <li>Steps taken by the Central Government to increase transparency and security in the transportation domain need to be implemented in the State for an efficient and safe environment.</li> </ul>	<ol style="list-style-type: none"> <li>Implementing and ascertaining compliance to the mandatory requirements of Speed Limiting Device/ Function (SLD/ SLF) in transport vehicles as prescribed by the Central Motor Vehicle Rules, 1989.</li> </ol>	Transport Department	Medium
<b>Building Resilience for Crisis Management and Fostering Innovation</b>					
22.	Logistics Plan for disaster management	The State should run strategic initiatives within Department of Revenue, Rehabilitation and Disaster Management to identify strategic logistics assets, important	<ol style="list-style-type: none"> <li>Develop Standard Operating Procedures (SOPs) for logistics in case of disasters</li> <li>Identify strategic logistics</li> </ol>	Department of Revenue, Rehabilitation and Disaster	Medium

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
		cargo to support during disasters as well as supply backup supply routes in cases of disasters	assets, routes, cargo whose strength should be increased c. Create comprehensive digital inventory of logistics assets and manpower in the state to provide insights that will support logistics operations in emergency situations.	Management	
23.	Promotion of Start-up ecosystem along with the industry	To reduce logistics costs, innovative ideas and solutions conceptualized by start-ups to be encouraged. This needs to be aligned to start up mission of GoI.	a. Incubators to be formed in collaboration b. Incentives for patents to be considered c. MoUs to be monitored between the industry and academia d. Start-up challenge would be conducted every year to foster innovation in Logistics sector	Department of Industries and Commerce	Medium

### 3. Skill Development

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
<b>Driver Empowerment and Employability</b>					
24.	Undertake adequate skill initiatives to embark on a comprehensive plan for driver empowerment and employability on issues such as road safety	<ul style="list-style-type: none"> <li>During stakeholder consultations, the issue of lack of any formal training of truck drivers was highlighted.</li> <li>The training school in Sri Mukhtar Sahib is inadequate and requires improvement</li> </ul>	<ol style="list-style-type: none"> <li>Expedite the completion of Institute of Driving and Traffic Research (IDTR) at Kapurthala</li> <li>Expedite the completion of Regional Driver Training Centre (RDTCs) at Malerkotla and Batala</li> <li>Educating Commercial Drivers through specific driving course/module in partnership with academic and training institutions like corporates, colleges, polytechnics, ITIs etc.</li> <li>Additional Specific training for Dangerous Goods and specialized cargo drivers</li> <li>Introduction of mandatory Periodic Driving refresher courses</li> </ol>	Transport Department, Punjab Skill Development Mission	Medium

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
			<p>f. Conducting of Road safety week and other road safety initiatives for awareness</p> <p>g. Undertake assessment of current training infrastructure for truck drivers including specific categories like Heavy Vehicles, Over Dimensional Cargo and Bulk etc.</p>		
<b>Training and skilling of logistics service providers</b>					
25.	Undertake skilling transformation programme to ensure availability of qualified logistics professionals	<ul style="list-style-type: none"> <li>State can launch skilling programmes and transform the logistics professionals to improve their employability and utilization by logistics industry.</li> </ul>	<p>a. Launch advanced skilling and training programmes in association with IITs and IIMs, Panjab University etc. and other technical institutes to ensure standardised skill levels for logistics professionals such as porters, warehouse workers, forklift operators etc.</p> <p>b. Launch specialized courses for logistics service providers to improve their efficiency. This can be done by partnering with</p>	<p>c Punjab Skill Development Mission, Department of Industries and Commerce, IIT Ropar, IIM Amritsar, IKGPTU Panjab</p>	Medium

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
			<p>private institutions, Central Government, or Logistics Skill Council etc.</p> <p><b>Few Identified Courses:</b></p> <ul style="list-style-type: none"> <li>- Training Programme on Air Cargo Operations</li> <li>- Training Programme on Cold Chain Solutions</li> <li>- Modules for packaging solutions and smart supply chain for Logistics Sector</li> </ul>	<p>University Private Universities</p>	



#### 4. Policy & Regulatory Framework

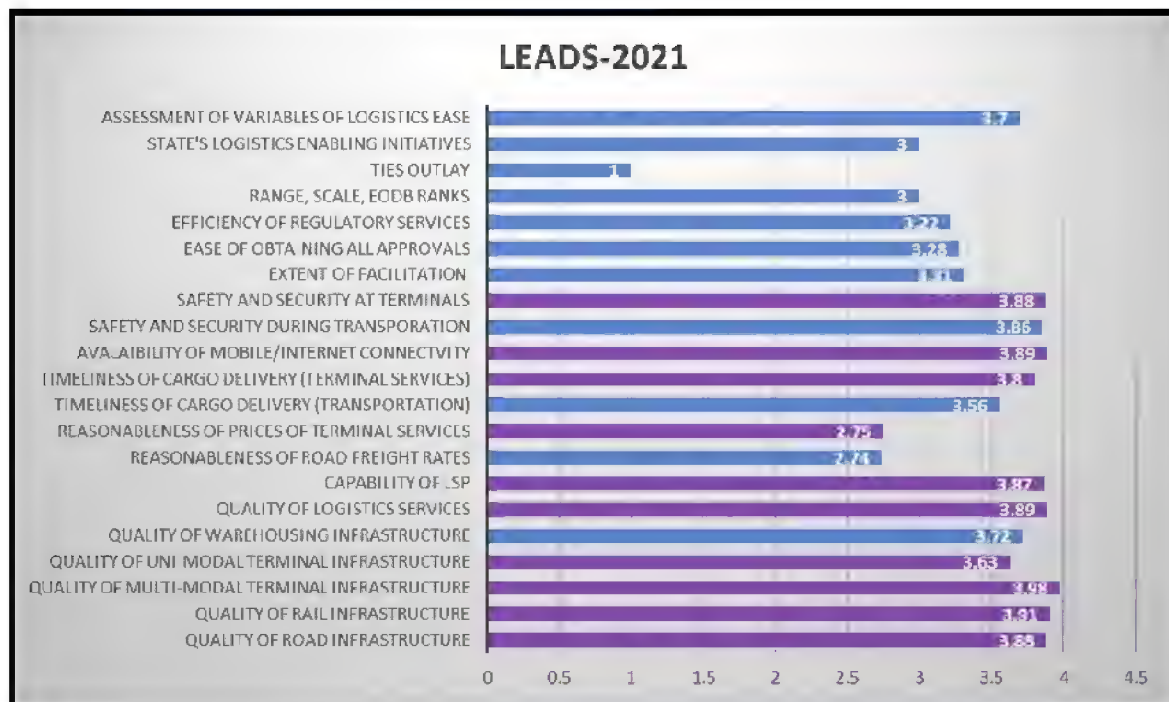
S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
Ease of Doing Business					
26.	Simplification of regulatory compliances for establishing and operating warehouses including those used for bulk/transit/e-commerce/Customs bonded manufacturing etc	<p>During the course of several stakeholder consultation the following issues were highlighted by trade stakeholders:</p> <ul style="list-style-type: none"> <li>Warehousing units established in logistics parks have to apply for Environmental Clearance (EC) even if the industrial park has obtained the same.</li> <li>Relaxation in height and ground coverage for the ease of storage is required</li> <li>Consolidation of services under single window is required so that the visits to multiple Departments can be reduced</li> <li>Verification documents were still being asked by the Department despite self-declaration system.</li> <li>The process of Building Plan Approval and CLU in extremely cumbersome and time-consuming</li> </ul>	<p>a. Undertake Business Process Re-engineering for providing an integrated approval for setting up units in logistics sector.</p> <p>b. Assess the feasibility of according "white status" to select warehousing categories which are used for storage/non-processing purpose.</p> <p>c. Relaxation in height level of warehouse for up to 18 meters for the ease of storage</p> <p>d. Assess the feasibility of increasing the ground coverage to 75%</p> <p>e. Rationalise the timelines in obtaining Change in Land Use (CLU). (check notification on CLU waiver)</p>	<p>Punjab Pollution Control Board, Department of Housing &amp; Urban Development, Department of Local Government, PSIEC, Industries and Commerce</p>	Medium

S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
			<p>f. Undertake compilation of existing approvals and licenses for warehouse establishment after due assessment. A State Approval matrix to be designed categorized by Usage, Design and Operation</p> <p>g. Direct the district teams to adhere to self-declaration system under the Punjab Right to Business Act, 2020</p>		
27.	Adopt a mechanism to capture existing capacity, quality of the existing warehouses, so that necessary quality improvement measures can be adopted	<ul style="list-style-type: none"> <li>The grading of warehouses-A, B,C and exact capacity need to be mapped (GI tagged) and incorporated in GatiShakti SMP</li> </ul>	<p>a. Adoption of existing warehouse rating mechanism having various capacity indicators to capture information on warehouses operated by both private and public sector players</p>	PSWC, Central Warehousing Corporation, Markfed, PUNGRAIN	Short
28.	Initiate regular interactions with various <b>State Government</b>	<ul style="list-style-type: none"> <li>The purpose of stakeholder interactions, is to have feedback on the current labour and industries policies, so that intervention areas can be identified for enhancing ease</li> </ul>	<p>a. Undertake regular reviews through State Logistics Coordination Committee (SLCC) and State Logistics Committee</p>	Department of Industries and Commerce	Short



S. No.	Action Point	Requirement for the intervention	Measures to be implemented/ Key Performance Indicators	Stakeholder	Time Schedule
	<p><b>Department(s) and key industry stakeholders</b> to hear about their logistics perspective with respect to legal issues, policies &amp; standards and develop short-, medium- &amp; long-term interventions.</p>	<p>of doing business for logistics in the State</p>	<p>(SLC)</p> <p>b. Undertake regular meetings with Logistics Service Providers (warehousing units, manufacturers etc.) to resolve issues pertaining to logistics</p> <p>c. Prepare checklist of Labour Acts/compliances applicable for logistics industry</p>	<p>Department Labour</p>	

## Annexure I – LEADS Analysis



Punjab Ranking and parametric performance in LEADS 2021 is as under:

An overview of the Pillars on which the indicators have been set is given below for reference:

	Indicators	Coverage
Infrastructure	Quality of Road Infrastructure	Road network and associated physical infrastructure
	Quality of Rail Infrastructure	Sufficiency of rail tracks, congestion on rail networks
	Quality of Multi-Modal Terminal Infrastructure	Custom Ports, airport & port terminals, AFSs, LCS
	Quality of Uni-Modal	Road based terminals, transport nagar, LCS/LCP etc.

	Indicators	Coverage
	Terminal Infrastructure	
	Quality of Warehousing Infrastructure	Warehouses includes silos, consolidation centres, packhouses, cold storages etc.
Services	Quality of Logistics Services	Haulage/transportation by different modes, terminal operations including handling and storage of cargo, Delivery in full and on-time, customs broking, and value-added services like consolidation, repackaging, labelling, last-mile connectivity, etc.
	Capability of Logistics Service Providers	Competency of transport providers, truck drivers, freight forwarders, custom house agents, MTOs etc.
	Reasonableness of Road Freight Rates	Road Freight Rates
	Reasonableness of Prices of Terminal Services	Tariff at terminal services includes handling, storage, value-added services, last mile connectivity charges, etc.
Operating and Regulatory Environment	Timeliness of Cargo Delivery (Transportation)	Delivery within schedule/expected time within a State/ UT
	Timeliness of Cargo Delivery (Terminal Services)	Reasonable time taken for terminal operations viz., time taken in stuffing up a cargo, customs broking time, dispatch waiting period, etc.
	Availability of mobile/internet connectivity	Ease of tracking and tracing of the cargo movement and condition
	Safety and Security during transportation	Consistency in delivery without damage/ deterioration/ pilferage/ loss of cargo due to logistics inefficiencies or accidents or thefts during transportation of goods
	Safety and Security at terminals	Consistency in delivery without damage/ deterioration/ pilferage/ loss of cargo due to logistics inefficiencies or

Indicators		Coverage
		accidents or thefts at the terminal during storage and transshipments
	Extent of facilitation	Existence and effectiveness of policies related to single window clearances, logistics/ labour, ease of availing land and ancillary facilities, maintenance of law and order, and provision of tax breaks/subsidies/access to credit, grievance redressal and dispute resolution, etc.
	Ease of obtaining all approvals	Approvals related to warehouses including silos/bulk storage, consolidation centres, cold storages, packhouses
	Efficiency of regulatory services	Pollution control, change of land use, RTOs, GST and all other such agencies

**Annexure II – Information on Black Spots**

Administrative District	Location of Black Spot	Road Name	Road Number (SH/ MCR/ ODR)
Ferozepur	Ferozepur-Fazilka Road Near Village Hamad	Ferozepur-Fazilka Road	SH-20
Ferozepur	Near Bus Stand Chandmari	Fazilka to Ferozepur Road	SH-20
Ferozepur	Village Sukhera Bodla	Fazilka to Ferozepur Road	SH-20
Ferozepur	Badal Road Laadli Dhee Chowk	Badal Road	SH
Ferozepur	Multania Bridge	Multania Bathinda Road	MDR
Ferozepur	Village Ratolan Near Vicky Dhaba PS Amargarh	Malerkotla Road Dhuri	SH-11
Ferozepur	Kupkalan PS Sadar Ahmedgarh	Malerkotla to Ludhiana Road	SH-11
Ferozepur	Bhogiwal PS Sadar Ahmedgarh	Malerkotla to Ludhiana Road	SH-11
Ferozepur	Bhurthal Mander PS Sadar Ahmedgarh	Malerkotla to Khanna Road	ODR
Ferozepur	Nankiana Chowk Sangrur PS City SGR	Sangrur to Dhuri Road by Nankiana	ODR
Ferozepur	Near Green Vally School PS City Ahmedgarh	Jandali Road Ahmedgarh	MDR
Ferozepur	Village Sanghera Road to	Barnala- Sanghera	SH-13



Administrative District	Location of Black Spot	Road Name	Road Number (SH/ MCR/ ODR)
	Raikot		
Gurdaspur	Near Radha Swami Satsang Bhawan, Dinanagar.	Dinanagar, Gurdaspur	ODR
Gurdaspur	Near Govt. Boys ITI Intersection, Gurdaspur.	City Gurdaspur, Gurdaspur	ODR
Gurdaspur	Near Kahnuwan Chowk, Gurdaspur.	City Gurdaspur, Gurdaspur	ODR
Gurdaspur	Near Tibri Bridge, Tibri.	Purana Shalla&Tibber, Gurdaspur	SH-25
Gurdaspur	Near Vill. JuaraChitran intersection, Gurdaspur.	Sadar Gurdaspur, Gurdaspur	SH-25
Gurdaspur	Near SSP Office, Batala,	City Batala, Batala	GODR-44
Gurdaspur	Near Vill. Sunaiya Bypass, Batala.	Civil Lines Batala, Batala	ODR
Ludhiana	Cheema chowk	Div No.6	Link Road
Ludhiana	Bhai wala chowk	Div No.5	Link Road
Ludhiana	Saggu chowk	Div No.8	Hambra– SidhwanBet Road
Ludhiana	Jagraon bridge	Div No.1 + Div No.8	Link Road
Ludhiana	Sabji Mandi chowk	Haibowal + PAU	Hambra– SidhwanBet Road

Administrative District	Location of Black Spot	Road Name	Road Number (SH/ MCR/ ODR)
Ludhiana	HP Petrol station, Gill Bypass	Dehlon	SH 11
Ludhiana	Manju Cinema	Div No.2	Link Road
Ludhiana	King Spades Resort	Model Town	Link Road
Ludhiana	Dholewal chowk	Div No.6	Link Road
Ludhiana	Durga Mata Mandir	Div No.5	Link Road
Ludhiana	Taj Resort, Dehlon	Dehlon	SH 11
Ludhiana	Sethi ice cream, T-point, Metro road	Jamalpur	Link Road
Ludhiana	Lohgarh chowk,Dehlon	Dehlon	SH 11
Ludhiana	Gur. Alamgir gate	Dehlon	SH 11
Ludhiana	Aarti steels Ltd	Focal Point	Link Road
Ludhiana	Arora Palace Chowk	Shimlapuri	SH 11
Ludhiana	Radha swamisatsangghar, Gill village	Dehlon	SH 11
Ludhiana	Haibowal chowk	PAU	Hambra– SidhwanBet Road
Ludhiana	Rania T-point	Dehlon	SH 11
Ludhiana	HP Petrol station,Dehlon-Sahnewal road	Dehlon	Link Road
Ludhiana	Bus stand	Div No.5	Link Road

Administrative District	Location of Black Spot	Road Name	Road Number (SH/ MCR/ ODR)
Ludhiana	Pakhowal canalbridge	SBS Nagar	Link Road
Ludhiana	Shimlapuri cut	Shimlapuri	SH 11
Ludhiana	Preet palace	Model Town	Link Road
Ludhiana	Bharat Petrol pump, Salem Tabri	Salem Tabri	Link Road
Ludhiana	Jiwannagar chowk	Focal point	Link Road
Ludhiana	Giaspura chowk	Focal point	Link Road
Ludhiana	Bharat Nagar chowk	Div No.5	Link Road
Ludhiana	Phullanwal chowk	SBS Nagar	Link Road
Ludhiana	Gill chowk	Shimlapuri	SH 11
Ludhiana	Gopalpur, Dehlon	Dehlon	SH 11
Moga	Near Brar agriculture works, Samalsar	Samalsar	SH-16
Moga	Near Power grid, Singhanwala	City South	SH-16
Moga	Near Corporative bank, Ajitwal	Ajitwal	NH-5/VR
Moga	Near Grain market, Bagha Purana	Bagha Purana	SH-16
Moga	Near Guru Nanak Govt. college, Samalsar	Samalsar	SH-16

Administrative District	Location of Black Spot	Road Name	Road Number (SH/ MCR/ ODR)
Rupnagar	Near Sehjal Communication, Marauli Kalan		MDR/Plan Road
Rupnagar	Near Choudhary Fuel Point, Patti		NH-503/SH- 22
Rupnagar	Near Unique Motors, Saheri		Link Road
Rupnagar	Near Bus Stop, Dher		NH-503/SH- 22
Rupnagar	Near Guru Diary Sweets Shop, Bus Stand Road		Link Road
Rupnagar	Bus Stand, Kiratpur Sahib		NH-503/SH- 22
Rupnagar	Near Sub Post Office, Patan Road, NurpurBedi		Link Road
Rupnagar	Near Gurudwara Sahib Bandleri		NH-503/SH- 22
Rupnagar	Near HP Fuel Station, Chamkaur Sahib		Link Road
Rupnagar	Gilco Valley, Rupnagar		MDR/Plan Road
Rupnagar	Near Gurudwara Sahib, Kotla		NH-503/SH- 22
Rupnagar	Near PNB Bank, GanguwalMorh Bus Stop		Link Road
Rupnagar	T-Point Kurali		NH-5/SH-8
Rupnagar	Near Bus Stand Chowk, Keshgarh Sahib		NH-503/SH- 22

Administrative District	Location of Black Spot	Road Name	Road Number (SH/ MCR/ ODR)
Patiala	Railway overbridge,Rajpura		ODR
Patiala	Near bus standFatehgarh Channa,		ODR
Patiala	Near DC DA dhaba, ChakAmritsaria		SH-10
Patiala	Dhainthal. Samana		SH-10
Patiala	JD Palace, Patiala- Nabha road		MDR
Patiala	Brewery Sandharsi, Sanaur		ODR
Patiala	Village Chahal, Nabha road, Bhadson		SH-12A
Patiala	Near Sawhney petrol pump,Nabha		SH-12A
Patiala	Near Khanda chownk, Patiala		MDR
Patiala	T-point Kakrala, Patiala-Samanaroad		SH-10
Patiala	Near Sahouli, Bhadson		SH-12A
Patiala	Nilpurchownk Rajpura		ODR
Patiala	Sanaur road, Patiala		SH-9
Patiala	T-point, New grain market,Rajpura		ODR
Patiala	Dardi colony, Samana		SH-10



Administrative District	Location of Black Spot	Road Name	Road Number (SH/ MCR/ ODR)
Patiala	Truck union, Patiala		MDR
Patiala	Village Kasiana, Patiala		SH-8
Patiala	Near state bank of india, Rajpura		ODR
Patiala	Bus stand Baran, Patiala		SH-8
Patiala	Bhateja petrol pump, Rajpura		ODR
Patiala	Near T-point Hardaspur, Patiala		SH-8
Patiala	Rajpura-Sirhind bypass, Patiala, Urban Estate		MDR
Patiala	Near Police station, Narwanaroad, Patran		ODR
Patiala	Near FagganMajra, Sirhind-Patiala road		SH-8
Patiala	Rohti pullchowkn, Bakshiwala		SH-12A
Patiala	Near bus stand chowkn, Patiala		MDR
SBS Nagar	Majari (tehsil balachaur)		SH-24
SBS Nagar	Mukandpurshehnshah gate		VR
SBS Nagar	Bairsian (rahon road)		SH
SBS Nagar	Aur (y-point)		JODR-4

Administrative District	Location of Black Spot	Road Name	Road Number (SH/ MCR/ ODR)
SAS Nagar	Bhoothgarh turn		MDR
	Jhanjheri Bus stop		SH-12A
	Shivpuri turn barwala road		ODR
	Sawara Turn		SH-12A
	Sydney Resort		SH-12A
	Sialba Turn		MDR
	Omaxe tower mullanpur		MDR
	Electricity Grid Kurawala		ODR
	PWD guest house		Link Road
	Village Hoshiarpur Turn		MDR

Source: PWD

**Annexure III – PM GatiShakti Mandatory Layers**

<b>S. No.</b>	<b>Layer</b>	<b>Concerned Department(s)</b>
1	Land records	Revenue, Rehabilitation and Disaster Management
2	Eco sensitive zones	Science, Technology & Environment/ Forest and Wildlife Preservation
3	Water resources	Water Resources
4	Canals	Water Resources
5	Seismicity	Revenue, Rehabilitation and Disaster Management
6	Mining areas	Water Resources
7	Roads	PWD
8	Drainage	Water Supply & Sanitation
9	Forest	Forest and Wildlife Preservation
10	CRZ	NA
11	Rivers	Water Resources
12	Reservoirs dams	Water Resources
13	Flood maps	Water Resources
14	ASI sites	NA
15	Water supply pipelines	Water Supply & Sanitation
16	Economic zones	Industries & Commerce
17	Wildlife	Forest and Wildlife Preservation
18	Reserve forest	Forest and Wildlife Preservation
19	Embankments	Water Resources
20	Soil type	Agriculture
21	Power transmission and distribution	Power
22	Tourism sites	Tourism & Cultural Affairs
23	Sewer lines	Water Supply & Sanitation
24	Industrial parks	Industries & Commerce

## Annexure IV– District-wise Key Products Identified for Punjab

S No	District	Key Products Identified for PMFME
1	Amritsar	Pickle & Murabba
2	Barnala	Meat/ Chicken/ Poultry Products
3	Bathinda	Honey
4	Fatehgarh Sahib	Jaggery
5	Fazilka	Kinnow
6	Faridkot	Milk and Milk Products
7	Ferozpur	Chillies
8	Gurdaspur	Sugarcane based products
9	Hoshiarpur	Jaggery & allied products
10	Jalandhar	Potato
11	Kapurthala	Tomato
12	Ludhiana	Bakery Products
13	Mansa	Milk & Milk Products, Oranges
14	Moga	Potato
15	Pathankot	Litchi
16	Patiala	Guava
17	Roopnagar	Mango
18	Sangrur	Onion
19	SAS Nagar	Milk & Milk Products
20	SBS Nagar	Peas
21	Sri Mukatsar Sahib	Milk & Milk Products
22	Tarntaran	Pear

## Annexure V – Punjab ICD Profiles Snapshot



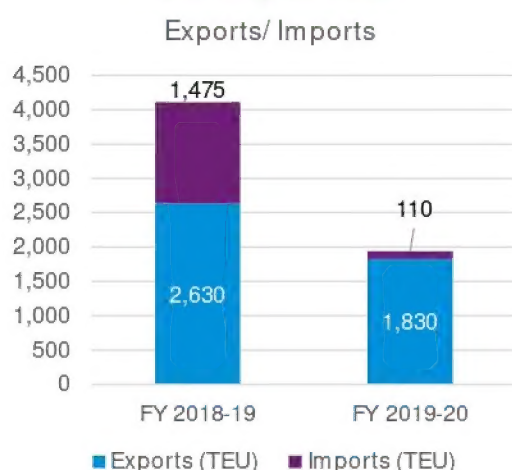
INFRASTRUCTURE	
Area	Units
Total Area (in sq. m.)	93,000
Yard (in sq. m.)	73,000
Customs Bonded Area (in sq. m.)	85,000
Domestic Area (in sq. m.)	8,000
EXIM Warehouse (nos.)	7
Warehouse area (in sq. m.)	7,650
Parking area (in sq. m.)	4,000

### Cargo handling capabilities



- Annual Capacity (TEUs) 40,000
- Forklifts (nos.) 8\*
- Tractor Cranes (nos.) 3\*
- Internal Shifting Trailers (nos.) 30\*
- 60 MT electronic weighbridge

\* Provided by contractor



All values are approximate based on stakeholder interaction

- PSWC is one of the oldest State Warehousing Corporation in the country
- PSWC is the largest State Warehousing Corporations of India which accounts for more than 1/3rd (33.63%) of total combined storage capacity of all State Warehousing Corporations in India
- PSWC also provides logistics support to the export/import merchandise by offering Roadside Customs Notified Container Freight Stations/Inland Container Depots at the Industrial Nodes of the State.
- FCS Ludhiana is one of such sites for transport (multi-modal) to their next destination by road or rail.

Top 5	
Exports	Imports
• Hardware	• HMS
• Bicycle Parts	• Machinery
• Auto Parts	• Fabric
• Biscuits	• BCP
• Hand Tools	• Sports goods





INFRASTRUCTURE	
Area	Units
Total Area (in sq. m.)	2,30,700
Yard (in sq. m.)	1,41,000
Customs Bonded Area (in sq. m.)	1,06,000
Domestic Area (in sq. m.)	35,000
EXIM Warehouse (nos.)	2
Warehouse area (in sq. m)	4,200
Parking area (in sq. m.)	1,750

### Cargo handling capabilities



- Annual Capacity (TEUs) 2,50,000
- Forklifts (nos.) 6
- Tractor Cranes (nos.) 3 Hydra
- Internal Shifting Trailers (nos.) 10
- Weighbridge 3 (100MT)

- GatewayRail is Punjab's first private rail-linked logistics park cum ICD
- It is spread across 57 acres in Sahnewal.
- Offers 6-7 train services per week to Mundra, 2-3 to Pipavav and 1-2 to Nhava Sheva
- GRFL owns a fleet of more than 80 trailers
- Has 3 rail siding
- 2 transit warehouses are also available
- Customs Commissionerate office at Sahnewal with Import Appraisal Section & clearance with EDI facility
- 58 Reefer Plugging points (10 Points Operational)



*All values are approximate based on stakeholder interaction*

Top 5	
Exports	Imports
• Yarn	• Wastepaper
• Rice	• HMS
• Bicycle & Parts	• Yarn & Fibre
• Steel Items	• Machinery & Parts
• Auto Parts	• Plywood

# CONCOR ICD Dhandharikalan, Ludhiana

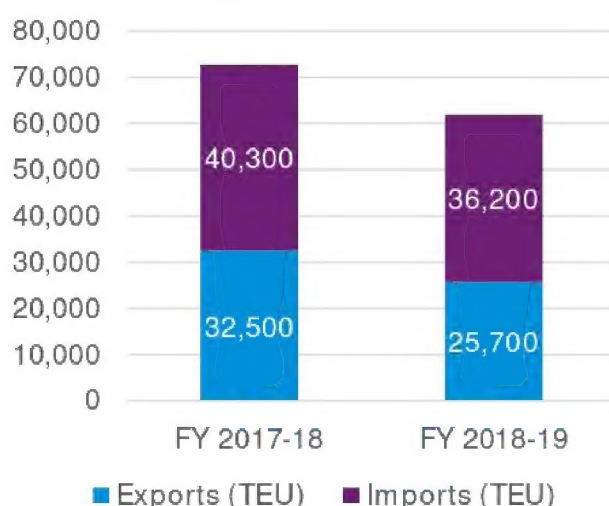
INFRASTRUCTURE	
Area	Units
Total Area (in sq. m.)	1,42,000
Yard (in sq. m.) approx.	1,21,500
Customs Bonded Area (in sq. m.)	1,42,000
Domestic Area (in sq. m.)	-
EXIM Warehouse (nos.)	2
Warehouse area (in sq. m)	3,000
Parking area (in sq. m.)	Integrated

## Cargo handling capabilities



- Annual Capacity (TEUs) 1,44,000
- Forklifts (nos.) 5
- Tractor Cranes (nos.) 3
- Internal Shifting Trailers (nos.) 6
- Weighbridge 1 (60 ton)

## Exports/ Imports



All values are approximate based on stakeholder interaction

- CONCOR ICD Dhandharikalan is situated on the main line on Jammu-Amritsar-Delhi and only next to Ludhiana on Ludhiana-Ambala section
- ICD-DDL caters to the other neighbouring states of Himachal Pradesh, Jammu & Kashmir, Haryana and Rajasthan.
- 2 full rake length railway sidings for EXIM rakes
- 90% of the area is paved with concrete block flooring.
- Facilities include customs clearance of EXIM and storage of cleared cargo, consolidated LCL cargo along with the office of the Asst. Commissioner of Customs
- Customer base of more than 6,000 exporters and 5,000 importers is preset.

## Top 5

### Exports

- Rice
- Engineering goods
- Towel
- Yarn
- Forging items and bicycle parts

### Imports

- Metal scrap
- Wastepaper
- Raw cotton
- Old & new machine
- Acrylic tow/ waste & calcium carbonate



# Pristine Mega Logistics Park Pvt Ltd Samrala

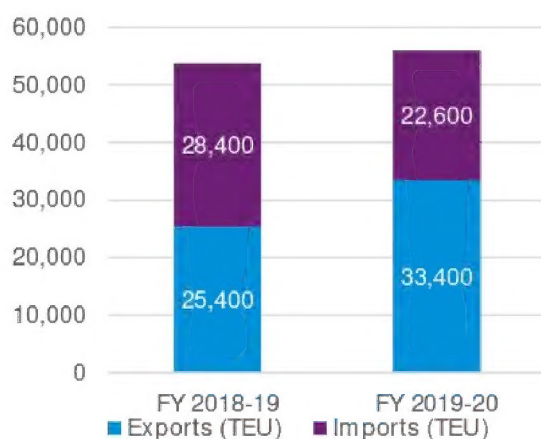
INFRASTRUCTURE	
Area	Units
Total Area (in sq. m.)	1,82,000
Yard (in sq. m.)	75,000
Customs Bonded Area (in sq. m.)	47,844
Domestic Area (in sq. m.)	10,000
EXIM Warehouse (nos.)	2
Warehouse area (in sq. m)	3,900
Parking area (in sq. m.)	10,000

## Cargo handling capabilities



- Annual Capacity (TEUs) 1,20,000
- Forklifts (nos.) 3
- Tractor Cranes (nos.) 1
- Internal Shifting Trailers (nos.) 6
- Weighbridge 1

## Exports/ Imports



*All values are approximate based on stakeholder interaction*

- Pristine Mega Logistics Park Pvt Led is a private ICD
- It is in close proximity to PSWC-CFS in Ludhiana
- It is located at Chawa Pail which is just off GT Road (NH 1)
- Has direct access to Ludhiana-Chandigarh Road – making it the most ideally located ICD/ PFT in the catchment
- One of the most modern and efficient rail-linked terminals of India
- Spread over 50 acres of land, just next to Chawa Pail Station
- Through its services, it offers 9 rakes in a week

Top	
Exports	Imports
• Rice	• Metal Scrap
• Textile	• Wastepaper
• Yarn	
• Reefer	
• Pharma	